



City of Chicago  
Richard M. Daley, Mayor

Department of Law

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April 14, 2006

**Federal Express**

Mr. Dave Lazarides  
Director of Processing and Information  
Illinois Commerce Commission  
527 East Capitol Avenue  
P.O. Box 19280  
Springfield, Illinois 62794-9280

RECEIVED  
APR 18 2006

Illinois Commerce Commission  
RAIL SAFETY SECTION

Re: ICC Docket T02-0111; Canal Street Viaduct

Dear Mr. Lazarides:

On behalf of the City of Chicago, enclosed please find for filing in this docket an original and three copies of the following:

- (1) Quarterly Project Report, for the period ending 3/31/06, note change in project staging.
- (2) Revised City of Chicago Exhibit 3, showing that during construction, the existing clearances will be maintained, except for track Yard 5 A, which will have a clearance of 17 feet 1 3/8 inches.
- (3) Letter dated April 10, 2006 from Patrick Engineering on behalf of BNSF.

Please date stamp the extra copy of this filing enclosed herein and return it to the undersigned in the enclosed self addressed stamped envelope. Thank you for your assistance in this matter. If you have any questions, please contact me at 312-744-6997.

Sincerely,

Jack A. Pace  
Senior Counsel

Encl/



BV-  
HH-DJ

ORIGINAL

STATE OF ILLINOIS  
ILLINOIS COMMERCE COMMISSION

Petition for authorization to reconstruct )  
the South Canal Street Viaduct over the )  
tracks of the Burlington Northern Santa )  
Fe Railway in the City of Chicago, County ) No. T02-0111  
of Cook and State of Illinois, and for a )  
waiver of the clearance requirements of 92 )  
Ill. Admin. Code, Section 1500 )

NOTICE OF FILING

TO: SEE ATTACHED SERVICE LIST

PLEASE TAKE NOTICE THAT ON THIS DATE I caused to be filed with the Illinois Commerce Commission, 527 East Capitol Avenue, P.O. Box 19280, Springfield, Illinois 62794-9280, by Federal Express, the original and three (3) copies of THE FOLLOWING:


- (1) Quarterly Project Report, for the period ending 3/31/06, note change in project staging.
- (2) Revised City of Chicago Exhibit 3, showing that during construction, the existing clearances will be maintained, except for track Yard 5 A, which will have a clearance of 17 feet 1 3/8 inches.
- (3) Letter dated April 10, 2006 from Patrick Engineering on behalf of BNSF.

in the above-captioned docket.

Dated: April 14, 2006

CERTIFICATE OF SERVICE

I, JACK A. PACE, an attorney, hereby certify that a copy of the foregoing was served upon the party or parties listed on the attached service list, by hand delivery, facsimile or by first class mail, postage prepaid, from Suite 900, 30 North La Salle Street, Chicago, Illinois 60602, in accordance with the Rules of Practice of the Illinois Commerce Commission.

  
\_\_\_\_\_  
JACK A. PACE  
Senior Counsel  
30 North La Salle Street, Suite 900  
Chicago, IL 60602 (312) 744-6997

DOCKETED

APR 18 2006

## Service List

Brian Vercruysse  
Senior Rail Safety Specialist  
Illinois Commerce Commission  
527 East Capitol Avenue  
Springfield, Illinois 62701

Patricia J. Casler  
Director, Suburban Services  
BNSF Railway  
547 W. Jackson  
Suite 1509  
Chicago, Illinois 60661

Johnny Morcos, P.E.  
Project Manager  
Chicago Department of Transportation  
30 N. La Salle Street  
Suite 400  
Chicago, Illinois 60602

# Quarterly Project Report

(Ending 3/31/06)

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APR 18 2006

Illinois Commerce Commission  
RAIL SAFETY SECTION

**Project Title:** Canal Street Viaduct Reconstruction over the Burlington Northern and Sante Fe Railway tracks.

**Commission Order No.:** T02-0111

**Order Date:** April 9, 2003

**Order's Original Project Completion Date:** April 9, 2004

**Supplemental Order's Project Completion Date:** December 31, 2005

**Second Supplemental Order's Project Completion Date:** December 31, 2006

**Type of Improvement:** Complete reconstruction of an existing bridge over the BNSF Railway tracks.

**Project Manager:** Mr. Johnny E. Morcos, P.E.  
Civil Engineer V  
Chicago Department of Transportation  
Division of Engineering  
30 N. LaSalle Street, Room 400  
Chicago, Illinois 60602  
Tel.: 312-744-2012  
Fax: 312-744-6438

**Percentage Complete:** 40% of the total project is complete. The piers on the east half of the viaduct have been reconstructed. Formwork for the east half of the deck is installed with the deck to be poured within the next two weeks.

**Project Staging:** The original Agreement was developed with the viaduct being demolished and reconstructed in one stage. Subsequent to this, the project will now be completed in two stages, with the project dividing Canal Street in one half. During construction, the existing clearances will be maintained, except for track Yard 5 A, which will have a clearance of 17 feet 1 3/8 inches.

# Canal Street Viaduct - Phase II

## Project 3250, Task 2

### Vertical Clearances

Track		Minimum Vertical Clearance		
BNSF	Plans	Existing	Construction*	Proposed **
B1	A	20'-4 3/8" (20.36')	22'-8" (22.67')	22'-8" (22.67')
B2	B	18'-0 5/8" (18.05')	19'-5 7/8" (19.47')	21'-0 5/8" (21.05')
B3	C	18'-4 1/4" (18.35')	19'-9 3/8" (19.77')	21'-4 1/8" (21.34')
Main 2	D	16'-9 5/8" (16.80')	18'-5 3/8" (18.44')	20'-0 1/8" (20.01')
Main 1	E	17'-0 5/8" (17.05')	18'-5 3/8" (18.44')	20'-2 1/8" (20.19')
1 Lead	F	18'-0 5/8" (18.05')	19'-5 7/8" (19.47')	20'-10 3/4" (20.86')
Yard 2A	G	18'-0" (18.00')	19'-1 1/2" (19.12')	20'-8 1/8" (20.68')
Yard 3A	H	17'-9 5/8" (17.80')	18'-6 1/2" (18.54')	20'-1 1/4" (20.10')
Yard 4A	I	17'-7 3/4" (17.65')	17'-7 3/4" (17.65')	19'-2 1/2" (19.21')
Yard 5A	J	17'-7 3/4" (17.60')	17'-1 3/8" (17.11')***	18'-1 3/8" (18.11')

\* based on suggested forming system with aggregate depth = 1' - 0" (only in Span A)

\*\* All proposed clearances exceed existing.

\*\*\*based on suggested forming system with aggregate depth = 1' - 0" (only in Span A)

Only Yard Track 5A will have construction clearance lower than existing clearance.

\* DURING construction, the existing clearances will be maintained, except for track YARD 5A, which will have a clearance of 17 feet 1 3/8 inches.

Track		Min. Vertical Clear Distance to Top of 16'-9 3/8" AMERAIL Car Loco + A/C UNIT		
BNSF	Plans	Existing	Construction	Proposed
Yard 4A	I	0'-10 7/16" (0.87')	0'-10 7/16" (0.87')*	2'-6 21/32" (2.55')
Yard 5A	J	0'-9 13/16" (0.82')	4" (.33')***	1'-4" (1.33')

\* based on suggested forming system with aggregate depth = 1' - 6 3/4" (1.56')

\*\*\*based on suggested forming system with aggregate depth = 1' - 0" (only in Span A—most northern span)

### Horizontal Clearances

Track		Horizontal Clearance (Min.)	Horizontal Clearance (Min.)
BNSF	Plans	Construction	Proposed
B1	A	7'-6"****	8'-2"
B2	B	NA	NA
B3	C	8'-0"	10'-3"
Main 2	D	8'-0"	9'-7"
Main 1	E	7'-6"****	8'-5"
1 Lead	F	7'-6" (to north)****	8'-2" (to north)
Yard 2A	G	7'-6"****	8'-2"
Yard 3A	H	8'-0"	11'-10"
Yard 4A	I	8'-0" (to south)	9'-1" (to south)
Yard 5A	J	8'-0" (to north)	9'-3" (to north)

\*\*\*\*based on suggested forming system with aggregate depth = 8"

= not applicable



4970 Varsity Drive  
Lisle, IL 60532-4101  
Tel: (630) 795-7200  
Fax: (630) 724-1681

April 10, 2006

Johnny Morcos  
Department of Transportation  
Division of Engineering  
Room 400  
30 N. LaSalle St.  
Chicago, Illinois 60602

Subject: CDOT Project E-5-424; Canal Street Viaduct at 16<sup>th</sup> Street Reconstruction  
Temporary formwork

Dear Mr. Morcos:

This letter confirms the previous verbal approvals given regarding Kenny Construction Company's transmittal number 0221 dated 3/2/06 regarding the temporary false work for the deck construction.

BNSF has reviewed and approved the plans submitted by USA Forms, with revisions dated 2/20/06 and accompanied by a letter from USA Forms date 3/1/06 concerning the adjustment of some shoring to allow proper horizontal clearances. In keeping with approval given by the ICC to allow the revision of the temporary construction vertical clearances, the BNSF is allowing the minimum vertical clearances as shown in the USA Forms plans, which generally exceed the existing vertical clearances of the remaining structure of the overpass.

Please note that follow up with the ICC regarding the revisions to the temporary vertical clearances is required and CDOT should follow the directives given to make such submissions to the ICC. The BNSF will provide any required concurrence of the revisions to the ICC as directed.

Sincerely,

**PATRICK ENGINEERING INC.**

Chad Hewitt, P.E.  
Transportation Engineer

Cc: Patricia Casler – BNSF  
Matt Powers – V3

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